

INFORMATION REPORT

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**SUPPLEMENT
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1. At 12:30 p.m. on 13 February 1952, three twin jet planes took off from Ervenkuchan airfield at intervals of 90 seconds. The third plane was towing a silver-grey object.
2. On 7 February, there was no flying at the field. At 8 a.m. on 8 February a type-27 plane took off and circled over the field. Flying was discontinued when it became foggy. There was no flying on 10 and 11 February. At 5:45, 6, 6:15, 6:45, 7, 7:10, 7:20, 7:30, 7:40, 7:50, 8:10, 8:45 and 9 p.m. on 12 February one type-27 or 30 jet plane flew over the field. At 12:55 and 1:30 p.m. on 13 February jet bomber Y 3 flew over the field. Between 12:45 and 1 p.m. a type-27 plane towing an air sleeve flew over the installation several times. At 3 p.m. on 14 February, 25 type-27 and type-30 jet bombers were parked in several groups in the aircraft dispersal area in front of the hangars in the southwestern portion of the field. At 2:30 p.m. a Yak-14, and at 6:50, 6:55, 7:05 and 7:45 p.m. one jet plane each took off and circled over the field. Between 10 a.m. and 3 p.m. on 15 February there was local flying by individual jet bombers. Between 4:30 and 4:45 p.m. on 18 February, a B-25 circled over the field. The same plane flew again at 5:15 p.m.
3. At 12:30 p.m. on 14 February five officers and 13 EM carrying luggage, who had arrived by train from Kriezen, were marching to the barracks installation at the airfield. On 19 February, one officer and 108 air force soldiers arrived by the same train and also marched toward the field. The soldiers were about 25 years old and did not have close cropped hair. On 20 February two air force colonels and a lieutenant colonel arrived by the same train.
4. Only about 120 construction workers were still employed at the field. A great portion of the narrow gauge tracks, engines and cars had been moved from the field. Herr Schulz (fnu) previously employed at the construction bureau at the field was transferred to Burg near Magdeburg where an airfield was to be constructed. Trucks [redacted] were observed.

5. Between 4:45 and 5 p.m. on 18 February, a twin engine plane with a nose wheel circled over the field and was taken back to a hangar after it landed. The cloud ceiling was at 400 meters and visibility was 5 km. There was no flying between 19 and 23 February. On 22 February, 30 type-27 and type-30 aircraft were parked

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at the field.

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6. The radio installation with four masts was about 600 meters from the eastern end of the runway. Its southern mast was slightly north of the extension of the northern edge of the runway. Lead-ins extend from the center of the 4 masts to porcelain insulators about 10 cm thick on the roof of a cabin in the center of the masts. A radio truck, with a mast about 10 meters high and braced three times at its middle and at its top, was standing in a wooden shed about 30 meters east of this DF station. The antenna mast was mounted in the right rear section of the truck. A mast about 12 meters high braced by three wires in the middle and at its top was observed about 30 meters north of the radio truck. Four thin wires extended from the top of the mast at a wide angle to egg-shaped insulators on the ground. The mast was standing on a glass insulator which was glittering in the sun. Many surface cables were seen near the radio installations. A four-wire circuit which came from the former headquarters building, terminated in one of the temporary quarters, east of the radio stations. Two radio trucks were standing close together about 300 meters southeast of the eastern end of the runway. The eastern truck was fitted with an unbraced mast about 6 meters high at the top of which a funnel-shaped device was mounted. This radio truck was also fitted with a rod antenna about 3 meters high on its left front side. The other radio truck had a rod antenna 4 meters long fitted at its left side. The lighting facilities east of the runway consisted of red lights. (2)

7. The EM of the air force unit stationed at the field were not allowed to visit the town unless accompanied by officers. It was strictly forbidden to issue alcohol to members of the Red army. The same order was in force also in Neu-ruppin. A large number of Soviet military police were observed in Wernauchen. The course of the fence around the field could be determined exactly. (3)

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8. The rumor concerning the construction of an airfield in Burg has proved to be unfounded. However, it was learned that an alternate airfield is being built between Genthin and Burg. (4) Fifty construction workers of the Baumann firm in Brandenburg are at work there. The pay office accountant of the Baumann at Wernauchen airfield visited the construction site. A caterpillar tractor used for the extraction of stumps was there. It was reported that 150 hectares of forest had to be cleared.

9. During the period from 12 through 15 February the following flying activities were observed at the field:

Date in February	Time	Activities Observed
12	6 to 8 p.m.	local flying by 5 jet bombers
13	8:15 a.m. to noon	" 7 "
	6 to 8:30 p.m.	" 2 or 3 "
14	8:15 a.m.	take-off of 1 jet bomber which circled over the field once.
	9:40 a.m.	take-off of 2 jet bombers which circled over the field once
	11:10 a.m.	take-off of 3 jet bombers which circled over the field once
	11:30 a.m.	take-off of 1 biplane
	11:45 a.m.	"
15	9:15 a.m. to 6:15 p.m.	local flying by 7 jet bombers
	4:45 p.m.	take-off of 2 twin-engine transports
	7:45 to 9:30 p.m.	local flying by jet bombers.

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10. On 14 and 15 February a total of 28 jet bombers was parked at the field. (5)
 25X1 The doors of the hangars were closed. [redacted]
 25X1 [redacted] only one hangar was able to shelter jet bombers but this hangar was
 25X1 not yet used for that purpose. [redacted] the doors of all the
 25X1 other hangars were about 20 cm too low for jet bombers. [redacted]
 25X1 [redacted] all the hangars at the field were to be made
 usable for jet bombers soon.

11. No aircraft crates have been observed at the field to date. (7) Before each
 take-off the engines of the jet bombers are accelerated for 10 to 15 minutes.
 After taxiing to the take-off point, the engines are accelerated again. No
 flames or smoke have been observed so far. The landing flaps of the planes
 are extended at angle of 25 to 30 degrees at the first acceleration of the
 engines. For the take-off the planes need about 50 percent of the runway length.
 Irrespective of wind conditions, take-offs and landings were only made from
 east to west. The bulge below the fuselage is colored a deep green. It was
 observed that crew members did not wear parachute harnesses or a parachute
 when going to their planes. On type-27 planes the cockpit opens to the side
 and the nose turret to the rear. Three crew members were seen in air-borne
 type-27 planes one man being in the cockpit, and one man each in the nose
 turret and tail gun position respectively. Construction workers at the field
 sometimes observed a crew of four in flying jet bombers. The straight antenna
 mast fitted aft of the cockpit slants to the rear and has an egg insulator.
 One wire extends from the egg insulator to the top of the rudder assembly; another
 wire extends from there over the cockpit to the nose of the aircraft. A rod 75 cm
 long and slanting to the fore was observed aft of the bulge.

12. By orders of the Russians, the carpenters of the Pauunion firm had to build
 six wooden frames of two different types, which allegedly were to be used for
 propping up the jet bombers. (8)

13. [redacted] the construction of a spur track
 to the alleged bomb dump in the wooded area southeast of the field was planned.
 25X1 (9) The wife of a Soviet pilot had reportedly stated in Werneuchen that her
 25X1 husband was being paid 2,000 eastmarks per month.

14. Tank truck [redacted] was seen several times proceeding between the fuel dump in
 the northern portion of the field and hangar III where some fuel was stored
 25X1 ready for use by aircraft parked at the landing field. Trucks [redacted]
 25X1 [redacted] were seen at
 25X1 the field.

Comments.

(1)

- 25X1 [redacted]
- (2) For location sketch of the lighting facilities and radio installations in the
 eastern portion of the field, see Annex 1.
 (3) For location of the fence around the field, see Annex 2. The course of the
 fence was previously reported. [redacted]
 (4) It is believed that an airfield to be used in connection with Soviet Army
 maneuvers in Letzling Heath is being built there.
 (5) While up to 40 jet bombers were observed in January 1952 the maximum number of
 25X1 planes seen at this field in February was 30. There is a possibility that some
 25X1 planes were away on training flights while the reporting sources made their
 observations. It is believed that the two bomber regiments stationed in
 Werneuchen are still equipped with about 40 type-27 and 30 planes. [redacted]

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(6)

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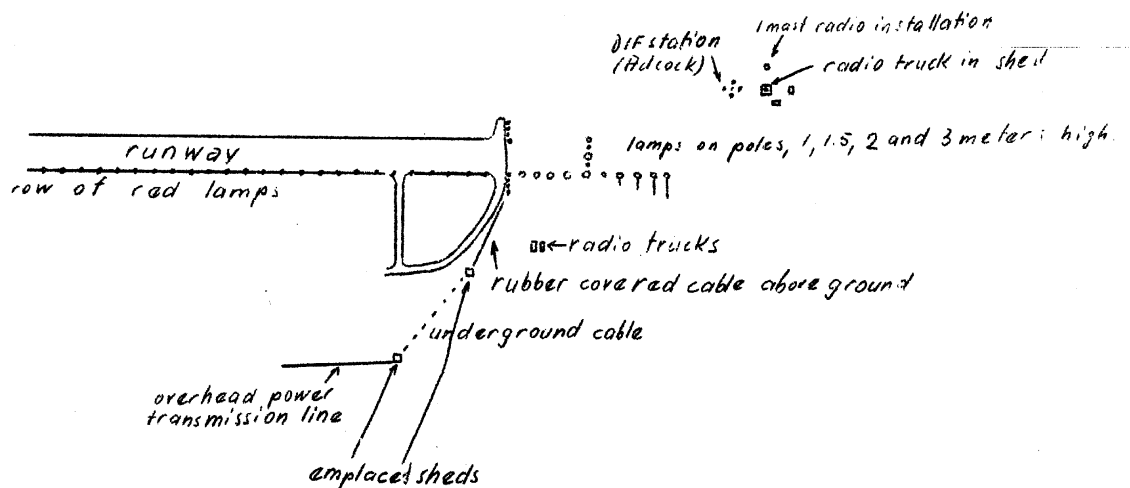
- three hangars at Werneuchen airfield were made usable by such bombers.
- (7) Jet bombers have never been shipped by rail so far. They are flown to their destinations.
- (8) For sketch of these wooden frames, see Annex 3.
- (9) This statement agrees with available information.

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Annex 1

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Lighting Facilities and Location of Radio Installations at Werneuchen Airfield

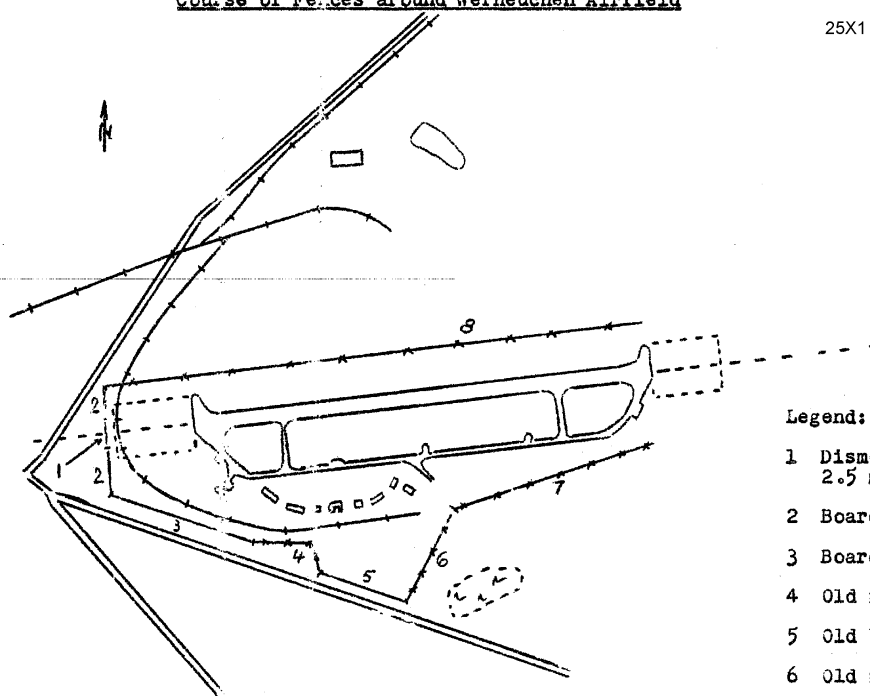
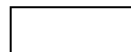


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Course of Fences around Werneuchen Airfield

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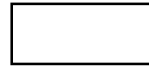
Legend:

- 1 Dismountable section of board fence, 2.5 meters
- 2 Board fence, 2.5 meters high
- 3 Board fence, 2.5 meters high
- 4 Old mesh-wire fence, 2 meters high
- 5 Old board fence, 3 meters high
- 6 Old mesh-wire fence, 2 meters high
- 7 New barbed-wire fence, 2 meters high
- 8 New barbed-wire fence, 2 meters high

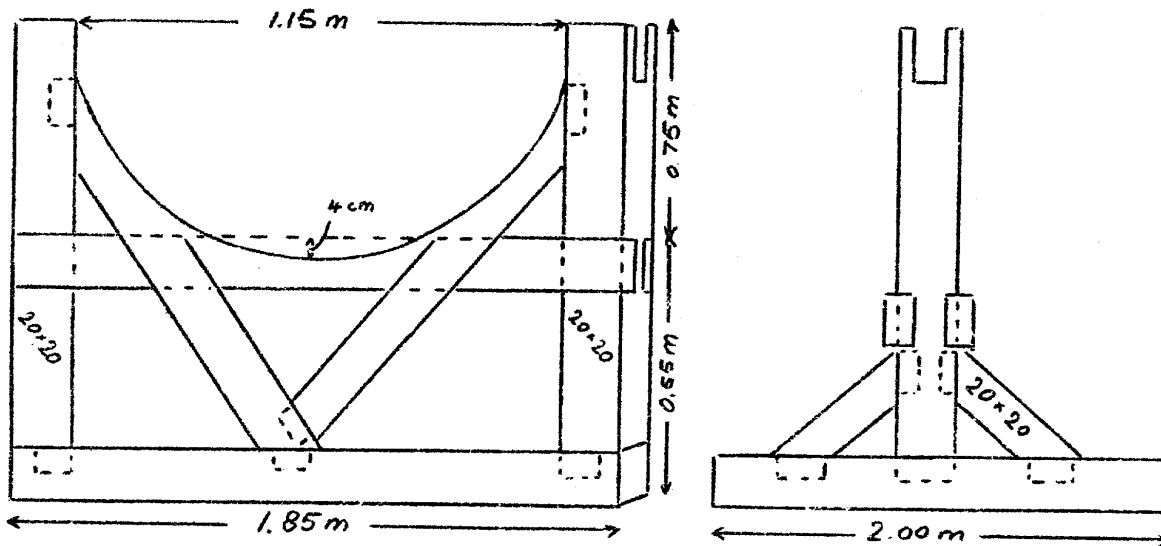
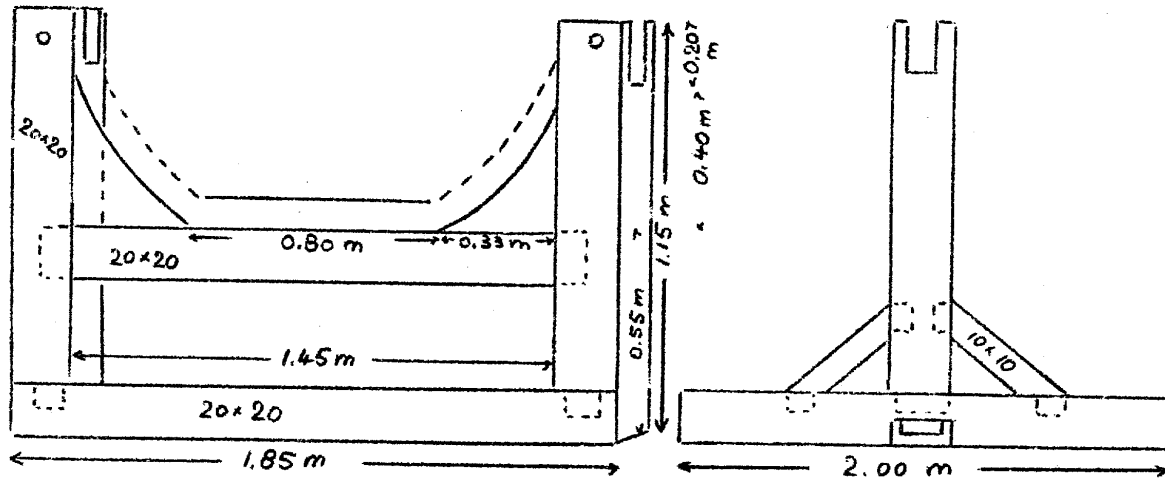
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Annex 3

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Wooden Frames Used for the Propping-up of Jet Bombers at Werneuchen



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